

Message Text

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PAGE 01 SANTIA 03935 140615Z
ACTION PM-04

INFO OCT-01 ARA-10 ISO-00 /015 W
-----141550Z 126868 /66

R 121947Z MAY 77
FM AMEMBASSY SANTIAGO
TO HQ USAF WASHDC//LG
HQ AFSC ANDREWS AFB MD//SDA/SDN
DEP FOR INTL LOG HQ AFALD WPAFB OH//MIW
ASD WPAFB OH/YZS/SD5M/SD5EJ/SD5C
DIR INTL LOGS KELLY AFB TX//MIC//MML
USAFSO ALBROOK AFS CZ//CDLL
USCINCSO QUARRY HTS CZ//SCSA
AFPRO GE LYNN MA
AFPRO NORTHROP CORP HAWTHORNE CZ//TM
SECSTATE WASHDC 4811

UNCLAS SANTIAGO 3935

E. O. 11652: N/A
TAGS: MMOL, CI
SUBJECT: CHILEAN AFTERBURNER PROBLEMS

REFS: (A) AFSEC MSG 121845Z APR 77 (S)
(B) HQ USAF MSG 031916Z MAY 77

AFPRO GE PASS TO LOU JONES AND FRED LARSON

AFPRO NORTHROP PASS TO JIM HEGGARTY AND BOB FITTON

1. THE CHILEAN AFTERBURNER INNER-LINER PROBLEM CONTINUES TO BE A MATTER OF UTMOST CONCERN. A RECENT VISIT BY MR. FREDERICK A LARSON, MANAGER, J85 PROGRAM, MILITARY ENGINE DIVISION GENERAL ELECTRIC COMPANY, HIGHLIGHTED THE FACT THAT ALTHOUGH USAF AND GENERAL ELECTRIC RECOGNIZE THE PROBLEM AND ARE DEDICATING EXTRA EFFORTS TO THE PRODUCTION AND TESTING OF NEW AND IMPROVED LINERS, THEIR AVAILABILITY IN ADEQUATE QUANTITIES IS 4 TO 6 MONTHS
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AWAY.

2. WE ARE APPRECIATIVE OF THE EFFORTS TAKEN BY ALL, WHICH PERMITTED THE DIRECTING OF 8 OF THE NEW FISHMOUTH LINERS INTO THE CHILEAN AIR FORCE'S SYSTEM; BUT THIS STILL LEAVES THE CHILEAN AIR FORCE IN A POSITION OF BEING FORCED TO OPERATE THE MAJOR PORTION OF THEIR AIRCRAFT FLEET WITHOUT AFTERBURNER

IN ORDER TO CONSERVE THE FEW ASSETS THEY NOW HAVE. WE UNDERSTAND THAT THE ONLY OTHER NEW DESIGNED "FISHMOUTH" LINERS AVAILABLE ARE EARMARKED FOR DELIVERY TO USAF UNITS AT NELLIS AFB AND ALCONBURY, ENGLAND. I FULLY APPRECIATE THE IMPORTANCE OF THE MISSIONS THESE UNITS ARE FLYING, BUT WOULD ALSO LIKE TO EMPHASIZE THE FACT THAT THE CHILEAN AIR FORCE FOUND IT NECESSARY TO LIMIT ENGINE AFTERBURNER OPERATION TO TAKE-OFF ONLY, VERY SOON AFTER THE AIRCRAFT ARRIVED IN-COUNTRY, IN ORDER TO PRESERVE WHAT LINERS ASSETS THEY HAVE. THE EFFECT THIS HAS HAD ON THEIR TRAINING AND ABILITY TO BECOME OPERATION IS OBVIOUS.

3. THEREFORE, I WOULD REQUEST YOU TO INSURE THAT EVERY EFFORT HAS BEEN AND WILL BE MADE TO DIRECT ANY ADDITIONAL INERS YOU CAN TO THE CHILEAN AIR FORCE. THIS WOULD BE IN THE BEST INTEREST OF THE UNITED STATES AND THE MANUFACTURERS IN THAT IT WILL PERMIT US TO RETAIN UNIMPARIED ON OF THE FEW REMAINING INSTITUTIONAL MILITARY LINKS BETWEEN THE UNITED STATES AND CHILE. FURTHERMORE, AS YOU KNOW, CONGRESSIONAL RESTRICTIONS PROHIBIT THE CHILEAN AIR FORCE FROM OPENING NEW FMS CASES OR FROM INCREASING THE VALUE OF PRESENT CASES TO PAY FOR THE LINERS IN QUESTION. ACCORDINGLY, I WOULD ASK YOUR STAFF TO INVESTIGATE ANY AND ALL POSSIBILITES AVAILABLE FOR THE CHILEAN AIR FORCE TO ACQUIRE SUFFICIENT PARTS TO RESOLVE THEIR PROBLEM WITH MINIMAL IMPACT ON THEIR EXTREMELY LIMITED PURCHASING CAPABILITIES FOR MILITARY PRODUCTS.

DAVID H. POPPER
AMBASSADOR

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NNN

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